

# The Hongkong Telegraph

(ESTABLISHED 1851)

NEW SERIES No. 8261

五十九年二月

THURSDAY, JULY 21, 1910.

四百一  
二月七日

\$5 PER ANNUM.  
SINGLE COPY 10 CENTS.

## Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$15,000,000  
RESERVE FUNDS .....  
Sterling ..... £1,500,000 at 5% = \$1,500,000  
Silver ..... \$1,500,000  
Total ..... \$15,000,000

RESERVE LIABILITY OF PROP'TORS \$15,000,000

GEOGRAPHY OF DIRECTORS:

G. Balloch, Esq.—Chairman.  
Robert Shawan, Esq.—Deputy Chairman.  
F. H. Armstrong, Esq. | S. A. Levy, Esq.  
J. W. Bandow, Esq. | F. Lieb, Esq.  
Andrew Forbes, Esq. | G. H. Modhurst, Esq.  
Hon. Mr. Henry Keay | E. Shillibeer, Esq.  
G. R. Lenman, Esq. | H. A. Stobbs, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SWINN.

MANAGER:

Shanghai—H. K. R. HUNTER.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 1 per cent

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 1 or 3 months, 4 per cent, per Annum.  
For 5 months, 5; 1 per cent, per Annum.  
For 12 months, 6 per cent, per Annum.

N. J. STABB,

Acting Chief Manager.

Hongkong, 19th July, 1910. [10]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1851.  
HEAD OFFICE—LONDON.

PAID-UP CAPITAL ..... £1,500,000  
RESERVE FUND ..... £1,000,000  
RESERVE LIABILITY OF PROP'TORS ..... £1,500,000

INTEREST ALLOWED on CURRENT ACCOUNT at the rate of 1 per cent, per annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per cent.

" " 0 " 3 " "

" " 0 " 5 " "

WM. DICKSON,

Manager.

Hongkong, 26th April, 1910. [11]

YOKOHAMA SPECIAL BANK LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000  
RESERVE FUNDS ..... 16,350,000

Head Office—YOKOHAMA

Branches and Agents:

TOKIO. HANKOW. TIENTSIN. PEKIN. NEWCHWANG.  
KOBE. TIENTSIN. PEKIN. NEWCHWANG.  
OSAKA. DALNY. PORT ARTHUR.  
NAGASAKI. LYONS. ANTUNG.  
LONDON. DALNY. LIOVANG.  
LYONS. MUKDEN.  
NEW YORK. SAN FRANCISO. TIE-LING.  
HONOLULU. HONOLULU. CHANG-CHUN.  
HOMIAY. SHANGHAI.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 1 per cent,  
per annum on the Daily Balance.

On fixed deposit:

For 12 months ..... 4% p.a.  
" 6 " ..... 3% " "  
" 3 " ..... 2% " "  
TAKHO TAKAMICHI,  
Manager.

Hongkong, 13th March, 1910. [12]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI,  
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin. Calcutta. Hamburg. Haikow.  
Kobe. Peking. Singapore. Tianjin.  
Takao. Teltingau. Yokohama

FOUNDED BY THE FOLLOWING BANKS AND  
BANKERS:

Königliche Seehandlung (Preussische Staatsbank)  
Direction der Disconto-Gesellschaft  
Deutsche Bank  
S. Bleichröder  
Berlin Handels-Gesellschaft  
Bank für Handel und Industrie  
Robert Warthausen & Co.  
Mendelssohn & Co.

M. A. von Rothschild & So. &c. Frankfurt  
Jacob S. H. Stern, &c. M.  
Norddeutsche Bank in Hamburg, Hamburg  
Sal Oppenheim Jr. & Co., Köln.  
Bayrische Hypotheken und Wechselbank,  
München.

LONDON BANKERS:

Messrs. N. M. Rothschild & Sons.  
THE UNION OF LONDON AND SMITH'S BANK,  
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY  
Direction der Disconto-Gesellschaft.

INTEREST allowed on Current Account  
DEPOSIT is received on terms which may be  
made by application. Every description of  
Banking and Exchange business transacted.

J. KULLMANN,  
Acting Manager.

Hongkong, 1st March, 1910. [13]

## Banks

HONGKONG SAVINGS BANK.

H. H. Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Returns may be  
obtained on application.

INTEREST on deposits is allowed at 1 per  
cent, per annum.

Deposits may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 1 per cent, per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION:

N. J. STABB,  
Acting Chief Manager.

Hongkong, 18th July, 1910. [14]

INTERNATIONAL BANKING  
CORPORATION.

CAPITAL PAID UP ..... GOLD \$1,250,000  
ABOUT MAX \$750,000  
RESERVE FUND ..... GOLD \$250,000  
ABOUT MAX \$250,000

HEAD OFFICE:  
60 WALL STREET, NEW YORK.

LONDON OFFICE:  
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:  
BANK OF ENGLAND.  
NATIONAL PROVINCIAL BANK OF  
ENGLAND, LIMITED.  
THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE  
WORLD.

THE Corporation transacts every Description  
of Banking and Exchange Business  
receives Money in Current Accounts at the  
rate of 1 per cent, per annum on daily balance,  
and capital Fixed Deposits at the following rates:  
For 12 months 4 per cent, per annum  
6 " " 3 " "  
3 " " 2 " "  
1 " " 1 " "

No. 9, Queen's Road Central,  
Hongkong.

N. S. MARSHALL,  
Manager.

Hongkong, 30th April, 1910. [15]

Insurance

CHINA MUTUAL LIFE INSURANCE  
CO., LTD., OF SHANGHAI.

DIRECTORS AND OFFICERS:

Alexander McLeod, Esq., Chairman.  
C. Stephanus, Esq.  
Lee-Yung-Su, Esq.

J. H. McMichael, Esq.  
G. R. Burkhill, Esq.

J. A. Wallie, Esq., Manager-Director.  
A. J. Hughes, Esq., Secretary.  
S. B. Neill, F.I.A., Actuary.

A STRONG British Corporation Registered  
under Hongkong Ordinances and under  
Life Assurance Companies' Acts, England.  
Insurance in Force ..... \$34,054,152.00  
Assets ..... \$1,144,490.08  
Income for Year ..... 1,073,834.81  
Total Security to Policyholders 7,885,832.55

LEFFERTS KNOX, Esq., Hongkong,  
District Manager. Can on, Macao  
B. W. TAPE, Esq., and the  
District Secretary. Philippines.

ALEXANDRA BUILDING, HONGKONG,  
Hongkong, 1st December, 1909. [16]

PEAK TRAMWAYS COMPANY  
LIMITED.

TIME TABLE.

WEEK DAYS:

7.00 a.m. to 10.00 a.m. ... Every 10 minutes.  
10.00 a.m. to 11.00 a.m. ... Every 15 minutes.  
11.45 a.m. to 12.45 p.m. ... Every 15 minutes.  
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.  
1.15 p.m. to 2.15 p.m. ... Every 15 minutes.  
2.15 p.m. to 3.00 p.m. ... Every 20 minutes.  
3.00 p.m. to 4.00 p.m. ... Every 15 minutes.  
4.00 p.m. to 5.00 p.m. ... Every 20 minutes.

NIGHT DAYS:

8.45 p.m. to 9.45 p.m. to 10.45 p.m.  
every half hour.

WEEKENDS:

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.  
9.00 a.m. to 10.00 a.m. ... Every 20 minutes.  
10.30 a.m. to 11.30 a.m. ... Every 15 minutes.  
11.30 a.m. to 12.30 p.m. ... Every 20 minutes.  
12.45 p.m. to 1.45 p.m. ... Every 15 minutes.  
1.45 p.m. to 2.45 p.m. ... Every 20 minutes.  
2.45 p.m. to 3.45 p.m. ... Every 15 minutes.  
3.45 p.m. to 4.45 p.m. ... Every 20 minutes.  
4.45 p.m. to 5.45 p.m. ... Every 15 minutes.  
5.45 p.m. to 6.45 p.m. ... Every 20 minutes.

MEALS, AFTERNOON TEA,

ICES!!! ICES!!! ICES!!!

Served at all hours either in the Dining Room or on the spacious and shady Lawn or  
Veranda.

Only Best Brands of Liquors stocked.  
Residence Rates on application.

All cordially welcome.

Hongkong, 7th July, 1910. [17]

HIGH GATES, on Week Days.

SAFETY VALVE, 11.45 p.m. and

11.45 a.m.

SPECIAL CARDS—Arrangements at the  
Company's Office, Alexandra Building, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,  
General Merchants.

Shipping, 1st April, 1910. [18]

## Shells

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES  
named—

FOR STREAMERS TO SAIL ON REMARKS

LONDON, &c., to Casual Ports { DELHI ..... 12th July } *See Special  
Capt. G. W. Gordon*

TAKAO, SHANGHAI, PU-  
KOW, HANKOW, TAKU } BANCA ..... 27th July } Freight only,  
and MOJI ..... Capt. Collyer

LONDON & ANTWERP VIA  
SINGAPORE, PENNAG, SOMALI ..... 1 P.M. } Freight and  
UOLOMBO, PORT SAID, OASPT. A.G. Oabit ..... 28th July } Passage.

SHANGHAI, MOJI, KOBE { NODIA ..... 28th July } Freight and  
and YOKOHAMA ..... Capt. F. J. Fox ..... 28th July } Passage.

For Further Particulars, apply to

E. A. HERWETT,  
Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, 20th July, 1910. [19]

## Intimations.

LANE, CRAWFORD & CO.

STRAW HATS

FROM

\$2.50 each

IN THE

LATEST

STYLES:

2.50 each

LANE, CRAWFORD & CO. [20]

Kupper's Pilsener

Beer.

The Leading Beer in the Far East.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO., LTD.

Wine & Spirit Merchants.

Hongkong, 27th June, 1910. [21]

ASTOR HOUSE

(LATE CONNAUGHT HOTEL)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated and under entirely  
new Management.



**Intimation.****Public Companies.****THE WEST POINT BUILDING COMPANY, LIMITED.**

**A N INTERIM DIVIDEND** of Dollars 1.50 per Share for the six months ending 30th June, 1910, will be payable on FRIDAY, 29th July, 1910, which date Dividend Warrants may be obtained on application at the Co.'s Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 20th, to FRIDAY, 29th July (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors.

A. SHELTON HOOPER,  
Secretary, the Hongkong Land Investment and Agency Co., Ltd.  
General Agents for The West Point Building Co., Ltd.  
Hongkong, 12th July, 1910. [483]

**THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.**

**A N INTERIM DIVIDEND** of \$3.50 per Share for the six months ending 30th June, 1910, will be payable on FRIDAY, 29th July, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 20th, to FRIDAY, 29th July (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary,  
Hongkong, 12th July, 1910. [484]

**HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.****NOTICE TO SHAREHOLDERS.**

**T**HE EIGHTY-EIGHTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 29th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of Directors; and electing Directors and auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 26th July to 9th August, both days inclusive.

By Order of the Board of Directors,  
JOHN ARNOLD,  
Acting Secretary,  
Hongkong, 12th July, 1910. [485]

**Auction.****BY ORDER OF THE MORTGAGEE,****PUBLIC AUCTION.**

**M**ESSRS. HUGHES and HOUGH have received instructions to sell by PUBLIC AUCTION, on

FRIDAY,

the 29th day of July, 1910, at 3 o'clock in the afternoon, at their Sales Rooms, No. 8, Des Voeux Road Central (corner of Ice House Street), Victoria, Hongkong.

**T**HE FOLLOWING VALUABLE LEASEHOLD PROPERTY situated at Victoria aforesaid, viz.:

**A LL THAT PLACE or PARCEL of GROUND** situated at Victoria aforesaid, registered in the Land Office as THE REMAINING PORTION of INLNU LOT No. 388 Together with the messuages thereon known as Nos. 3, 5, 7, 9, 11, 13, 15 and 17, Cross Street, 27, 29, 31 and 33, Stone Nullah Lane, 25, 31, 33 and 35, 1st Yau Street, Area 11,599 square feet, Term 99 years from 16th March, 1855. Apportioned Crown rent \$1300.

The property is more particularly delineated on a scale plan thereof which can be inspected at the Offices of Messrs. Johnson, Stokes and Master, Solicitors to the Vendor.

For further particulars and conditions of sale, apply to—

Messrs. JOHNSON, STOKES & MASTER, Prince's Buildings, Ice House Street, Solicitors for the Vendor, or to

Messrs. HUGHES & HOUGH, the auctioneers, Hongkong, 12th July, 1910. [492]

**Intimations.****HONGKONG GYMKHANA CLUB.**

**T**HE FOURTH MEETING of the Season will be held at Happy Valley, on SATURDAY, the 6th August, 1910.

REGINALD F. C.MASTER,

Hon. Sec. and Treasurer.

Hongkong, 20th July, 1910. [496]

**F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,**

GROUND FLOOR,  
ST. GEORGE'S BUILDING,  
HONGKONG.

**SOAP AND SODA MANUFACTURERS**

**SOLE AGENTS FOR**

**HARTMANN'S RAETIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,**

**AC. 1000.**

**5000 AC. 1000.**

**VERGUSON'S SPECIAL CREAM**

**and**

**F. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.**

**E VERY KIND OF SHIPS STORE AND REQUISITES ALWAYS IN STOCK**

**REASONABLE PRICES!**

**W.M. POWELL,**

**LTD.**

**HONGKONG.**

**BOOKS ON APPLICATION.**

**W.M. POWELL,**

**LTD.**

## Intimation.

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR  
SCOTCH WHISKYA Blend of the Finest Pure Malts  
Whiskies distilled in ScotlandGENUINE AGE  
ANDFINE MELLOW  
FLAVOUR.

Robert Porter &amp; Co.'s

BULL DOG  
BRANDGUINNESS' STOUT  
in PINTS and SPLITS.A. S. WATSON & CO.,  
LIMITED,ALEXANDRA BUILDINGS.  
Hongkong, 7th July, 1910.At Honan, Canton, on the 20th inst., the  
wife of H. D. NORONHA, of a Son. [498]  
DEATH.June 18, at London, Elouise Beatrice, wife of  
William Rees Morgan Davies, K.C., Attorney-  
General for Hongkong, D.L.J.P.

The Hongkong Telegraph

HONGKONG, THURSDAY, JULY 21, 1910.

THE HONGKONG SCOUTS.

Those who have been perhaps a little too ready to excuse their own supineness by casting upon the employers of labour, the *taipans*, the responsibility for the shortcomings of the Volunteer Corps of Hongkong, should read two interesting documents. The first is the appeal made by H. E. Sir Henry May, published in our issue of the 7th instant, and the second is the conclusive reply to it made by Mr. C. H. Ross and Hon. Mr. Henry Kewick. The latter gentleman's views are shared by eight of the principal great business firms, whose names are household words throughout the East. Not only will no obstacle be placed in the way of those young men who are able and willing to give their services as auxiliaries to His Majesty's Forces in this Colony, but their employers actually offer their encouragement and approval. It is almost unnecessary to refer to the qualifications of Mr. C. H. Ross as a leader of such a force as is now about to be enlisted. No better man could be imagined for the conduct of this particular undertaking. His well-known ability and experience are a guarantee of the success of his "endeavour to recruit the desired 500 men and get the Unit into working order before Xmas 1910." This new "Unit" is to consist of three officers, six sergeants, and seven corporals, fifteen mounted troopers and twenty-four "dismounted troopers." The latter phrase must be understood in connection with the explicit statement made by Mr. Ross that those men are all to be armed and dressed exactly alike, taught identical drill, and as far as possible made interchangeable. Every man therefore will be able to ride. Those who belong to the dismounted troop will be able, when circumstances require it, to do duty as mounted troopers, and they are to be trained to be ready for either kind of work, on horseback or on foot. We may state, on the authority of a military officer of long experience and judgment, that such a force, armed and trained in the manner suggested by Mr. C. H. Ross, would be invaluable in time of trouble which can soon and in disengagement

of "untrained men" who can only ride hard and shoot straight and are otherwise more "amateur soldiers." It ought surely to be obvious that men who can ride and shoot do not need any extraordinarily long period of discipline to be made into useful soldiers. They will come from a class that has been taught many kinds of self-control under severe discipline, from their boyhood, and obedience to orders, strict implicit obedience, is with them a point of honour. To talk of such men as being likely to be dangerous to the regular forces with which they might be ordered to serve in time of war, is therefore to exhibit a complete want of understanding of the nature of the force to which they belong, of the nature of the training which they undergo, of the nature of the work they will be called upon to do, and of the nature and character of the men themselves. If we quote the notorious services of "irregular corps" in the past, some one gifted with that power of inaccurate reasoning which is said to distinguish man from the lower animals, will probably show how "up-to-date" he is by solemnly declaring that the conditions of war have so changed not merely within the last forty years but actually within the last ten years, as to make analogy between the fighting usefulness of a certain class of men in those days with their serviceability in war now-a-days, a mere academic question, a subject for an essay in an examination of cadets at a Military College. We have no doubt that at present and for as long as war remains possible in this imperfect world, as long as there are in it soldiers and Military Academies, this subject will continue to exercise the ingenuity of young students of military history and the patience, or impatience, of examiners. In the meantime, while refraining from wasting our patience, our time, and the space at our command, by emulating the literary efforts of any subaltern, whether from St. Cyr or Prussian "Cadet-Schule" or from Sandhurst, we must, with diffidence, refer to such well known practical soldiers as Major-General Baden Powell, or Colonel Pollock, who in six months made the "Spectator Experimental Company" of one hundred young Englishmen into as workable a little fighting force as the heart of even Kitchener could wish for. These and many other men know a great deal more about war than we do, and infinitely more than superficial thinkers who, having never seen "the appearance of war" imagine that an extra cartridge in the clip of a new magazine rifle, or a new system of recoil carriage in a field gun, or airships, whether "Zeppelins" or "Voisins" still in *futuro*, have changed the ever-changing yet very similar conditions that govern the work, the effort, the danger, the success or the failure, of armed-men associated together in the duty of repelling other armed men associated together in an attack upon their Country and their Flag. The business men of Hongkong have not shown themselves in the past in any way neglectful of their own interests. They are at least as prosperous and successful as other men of their class in other parts of the world, however "smart" and "go-ahead" and even republican those others may be. But, to the honour of the merchants of Hongkong, it is said, that they never yet failed to respond to a really sincere appeal, made by a really responsible authority, on behalf of the public interest, the interest not only of British safety, of that security that freedom and that justice which the very word "British" ought to imply, and may be summed up in the two words "Pax Britannica." Any work that may be done and any services rendered in assisting the accomplishment of the heavy task of our Army and Navy, by the able-bodied young men of this Colony, will, we rejoice to know it, be cheerfully and efficiently accomplished, in response to the appeal of His Excellency Sir Henry May, K.C.M.G., Officer Administering the Government of His Majesty the King in Hongkong, under the able and unselfish guidance and leadership of Mr. C. H. Ross.

## LOCAL AND GENERAL

GOVERNMENT spent \$10,359 on education in Hongkong last year. The revenue was \$63,244.

CLUNY Rubber Estate, near Slim River, which will start yielding next year has been acquired by the Laodong people, who, it is said, intend buying in several other estates in Peru.

Mr. J. E. Sinclair, whom many people in Hongkong will remember as piper at St. Andrew's Hall, has, we notice, been adding to his already numerous trophies as a piper at the various Highland gatherings in Scotland this summer.

THE Bakit Rajah Rubber Company, Limited, announce a final dividend of 10 per cent., making a total of 10 per cent. for the year. A sum of £7,500 is placed to reserve, £1,000 written off for depreciation, and £5,000 carried forward.

The Chartered Bank of India, Australia and China inform us that Mr. William Foot Mitchell, M.P., has accepted a seat on the Board of Directors of the Bank. They also inform us that a Branch of the Bank has been opened at Amritsar, Punjab, India.

## LEGISLATIVE COUNCIL

A meeting of the Legislative Council was held in the Council Chamber this afternoon. Present: His Excellency the Officer Administering the Government, Sir Henry May, K.C.M.G.; Hon. Mr. A. M. Thompson (Colonial Secretary); Hon. Mr. G. Mc. M. Murray (Colonial Treasurer); Hon. Mr. W. Chatham, C.M.G. (Director of Public Works); Hon. Mr. F. Badley (Captain Superintendent of Police); Hon. Mr. A. W. Brewin (Registrar General); Hon. Mr. Henry Kewick, Hon. Mr. Wei Yuk, C.M.O.; Hon. Mr. E. Osborne, Hon. Mr. Murray Stewart, and Mr. C. Clement (Clark of Councils).

## MINUTES

The minutes of the last meeting were read and confirmed.

## FINANCIAL MINUTES

The Colonial Secretary laid on the table Financial Minutes Nos. 58 and 59. It was agreed that they be referred to the Finance Committee.

## FINANCIAL COMMITTEE REPORT

The report (No. 7) of the Finance Committee was adopted.

## PUBLIC WORKS COMMITTEE

The report (No. 4) of the Public Works Committee was adopted.

## PAPERS

The Colonial Secretary, by command of His Excellency the Officer Administering the Government, laid on the table the following papers:

## Report of the Director of Public Works.

## Report of the Land Officer.

## Report of the Director of Education.

## TRAINING OF MIDWIVES

The first reading of a Bill entitled An Ordinance to secure the better training of Midwives and to regulate their practice, was not proceeded with.

## EXECUTIVE COUNCIL

The Attorney-General moved the second reading of the Bill entitled An Ordinance to relieve the Governor-in-Council of certain duties.

He said that an Ordinance was passed last year which effected in a greater measure what it was proposed to effect by the Bill before Council. The Ordinance was regarded by the Secretary of State as being questionable and was disallowed by His Majesty. The Ordinance before Council proposed to substitute the one sanctioned by Council last year.

## The Colonial Secretary seconded.

## Agreed.

Council then proceeded to consider the Bill in Committee.

Council resumed and the Bill was read a third time and passed.

## YOUNG PERSONS

The Attorney-General moved the second reading of the Bill entitled An Ordinance to amend the Young Persons Ordinance, 1909. It was explained that the Bill was with regard to the abolition of the capital punishment in the case of young persons. Sometimes difficulty arose in proving the age of young persons. The Bill was framed with the object of vesting the Court with discretion to decide whether they were young persons or not.

## The Colonial Secretary seconded.

## The Bill was read a second time.

Council resumed and the Bill was read a third time and passed.

## COPYRIGHT

The second reading of the Bill entitled An Ordinance to amend the Law of Copyright, was passed on the motion of the Attorney-General, seconded by the Colonial Secretary. The Attorney General explained that the Bill proposed to amend the Law of Copyright. The Bill was drafted by Mr. Slade. As the law was at present the owner of a copyright registered in the Colony had to register it in Stationers' Hall and could not sue unless it was registered in London. The Bill now proposed that a copyright may be registered either locally or in London. The object of the Bill was to make the general law of copyright uniform.

The Bill was then considered in Committee, read a third time and passed.

## CROWN LANDS RESUMPTION

The second reading of the Bill entitled An Ordinance to amend the Law of Resumption, was passed on the motion of the Attorney-General, seconded by the Colonial Secretary. The Attorney General explained that the Bill proposed to make special provision for the Resumption of Crown Lands of small value for public purposes was passed on the motion of the Attorney-General, seconded by the Colonial Secretary. The Attorney General stated that the Bill was directed entirely to lands of small value. There were certain proceedings necessary, including notices to be given, and the Bill proposed in cases of lands of small value to simplify those necessities, which necessarily involved some delay. A clause was inserted providing in the event of the owner not being found for notices to be passed up close to the site and the Bill was read a third time and passed.

## PROTECTION OF WOMEN AND GIRLS

The Attorney General moved the second reading of the Bill entitled An Ordinance to amend the Protection of Women and Girls Ordinance, 1877. The Colonial Secretary seconded. The Bill was read a second time.

Council proceeded to consider the Bill in Committee and the Bill was read a third time and passed.

## HIGHWAY

The Attorney-General moved, the second reading of the Bill entitled An Ordinance to provide for the stopping up, diversion, turning or alteration in levels of highways.

Mr. Murray Stewart said he could not see his way to vote in favour of the second reading of the Bill unless some clause was inserted providing compensation where necessary. The Bill was capable of inflicting considerable hardship.

The Attorney-General said that he was not aware that any compensation was provided by the Home Act.

## Mr. Stewart—At any rate this one should.

Mr. Kewick endorsed his member's remarks.

His Excellency briefly replied to his members' objection. Of course, he knew the usual difficulties. He did not trust the Government (London) but compensation would be granted in cases where they were justified.

Mr. Osborne said that there was a considerable difference between the circumstances of this Colony and those prevailing at home. His Excellency had estimated that some compensation would be granted in cases where they were justified but on his part he would like to see the principle endorsed in a more tangible manner in the Ordinance. If such a thing were to be done at home, there would be a considerable outcry and the Board of Trade would step in to prevent any injustice being done. Here, if a person wished to appeal, the appeal was from Caesar to Caesar. There was no appeal. He would like to see the principle which allowed compensation to a man whose property was damaged respected.

## MINUTES

The minutes of the last meeting were read and confirmed.

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**SHELL TRANSPORT AND TRADING CO.****NEW PETROLEUM CONCESSION IN SARAWAK.**

The annual general meeting of the members of the "Shell" Transport and Trading Co., Limited, was held on 2nd ult. at Winchester House, London, E.C., under the presidency of Sir Marcus Samuel, Bart. (the Chairman of the company).

The Secretary (Mr. E. A. Smith-Rewes) having read the notice convening the meeting and the report of the auditors,

The Chairman, in the course of his remarks, stated: Including the balance brought forward from 1908, there is a credit to the profit and loss account of £68,630. Deducting management and other expenses, the net balance is £708,665. After payment of the dividends distributed, there remains a balance of £518,565, from which your directors recommend that a further final dividend for the year 1909 of 2s. 6d. per share be paid, making 2½ per cent for the year, leaving a sum of £205,868 to be carried forward to the current year. The dividend this year is payable on an additional £200,000 of capital. Furthermore, we have had to pay, on shareholders' account, income-tax at the rate of 1s. 2d. in the £. I am not at all clear whether shareholders realize that if we did not pay this heavy impost for them we could distribute nearly another 1½ per cent dividend. I propose now to deal with other items in the balance-sheet, some of which may possibly need explanation, because we are inviting you to sanction the issue of another £1,000,000 of nominal capital. Attention was called in the report to the large amount of funds in hand; but, with the exception of about £40,000, we have, since the end of the year, disposed of the whole of the £500,000 which we raised in November last. The policy of the company has been to take over from our agents the business hitherto conducted by them. This course has been rendered necessary owing to the number of products, we now manufacture, in addition to kerosene and liquid fuel. The trade has become too large to be a mere appanage of a merchant's business. We are obliged to have establishments of our own; at the same time extending our facilities throughout the area where we are trading, in order to get as close as possible to actual consumers. In addition, to the money, £440,000, contributed by the "Shell" Company, £66,000 has been added by the Royal Dutch Company and £30,000 by our associates in the Asiatic Petroleum Company, Limited, so you will gather what an enormous capital is required to carry on safely such a trade as we are conducting. It will be more prominently brought home to you when I state that the Batavia Petroluem Maatschappij and the Anglo-Saxon Petroleum Company, Limited, have written off, as depreciation from their profits in three years, the colossal sum of £1,750,000—all re-invested in the business. The premium of £300,000 received on the new shares issued has enabled us to increase our own reserves to the round sum of £1,000,000, sterling on reserve account and £20,000 on reserve fund, the whole of the former being employed in the business, whilst the reserve fund is kept in actual cash. Turning to the balance-sheet of the Batavia Petroluem Maatschappij, on the credit side there is an asset of about £100,000 for shares in the Geconsolideerde Hollandsche Petroleum Company, increased since the issue of the report to £300,000, this being one of the extensions referred to in connection with operations in Roumania. The investment in these fields—which have cost in actual cash £300,000—is to-day valued, according to the market price of the Gascooldede re shares, at about £1,200,000. (Applause.) Further capital is required for their development.

**RICH OIL STRIKES.**

I come now to the positive part. I have told of the success which our experts have achieved in Roumania, and it is my equally pleasant task to inform you that the anticipations which I ventured upon when I last had the pleasure of addressing you have been realized in Koetzi, and that in Sumatra we have struck oil. I see no reason to alter the indication which I then gave, that the field promises to exceed in area and productivity the Sanga Sanga fields, the surveyed anticline being no less than four-and-a-half miles broad by five miles long. The Sanga Sanga fields are exceeding our anticipations. We have located strata below strata of oil there, and we cannot form the slightest estimate as to the large reserves they undoubtedly contain. We have struck oil in Java, and we have decided to erect a refinery there. We have also extended our Sumatra fields. Last, but not least, we have (as a result, again, of our export's skill) succeeded in locating a field, which we believe to be an extensive one, in Borneo territory, under His Highness Rajah Brooke. (Hear, hear.) Whilst I'd our existing fields, we have asked you to provide out of your profits, not only for further explorations, but the innumerable expenses for connecting up to our various refineries and storage, we propose, with your consent, to take a different line with the field we have discovered in Sarawak. We hold the concession for petroleum over the whole of the Rajah's territory, upon terms which are quite fair, and it is our intention to energetically develop them. We do not think it right to ask you to do this out of your current profits derived from the going part of our business. It is partly in this connection that we are inviting you to authorise me to increase the capital. We estimate that to bring this field into productivity, including the erection of a refinery, the laying of a long pipeline and the thousand and one things required, will necessitate the provision of at least £500,000. If the experience which we had in Borneo should be repeated, it may well be that a much larger sum than this will be required. It is with pleasure and satisfaction to hope to develop petroleum fields on small capital, and to have the means of stamping it. The new business will be conducted by a British company, in which the whole of the power will be held by the Shell Company and its associates. I mean that there will be no public issue in connection with that company. Should our expectations of the field be correct, a source of supply of liquid fuel in British territory will at last be definitely established. (Applause.) I congratulate you upon the result of the trading for 1909, since it is notorious that the prices for oil products were extremely low, owing to a variety of causes. The amount which we received for our products in 1909 was less by £350,000 than for the previous year, notwithstanding that our production of crude oil amounted to 1,245,000 tons, against 1,200,000 tons in 1908. By economy in working the territories, by largely decreased expenses in the cost of the fuel for our steamers, and by their greater carrying capacity (owing to the revision of the loadline) we have been able to almost make good this shortage. (Applause.) Our wax refinery in Koetzi was not completed last year, and did not, therefore, contribute to our profits. It is now at work, and is turning out between 400 and 500 tons of wax a month. When it is in full working order (which our managers estimate will be by September) this production will be more than doubled, and is in addition to our existing production in Sumatra of about 500 tons monthly. The wax is of fine quality, and has a high melting point, so that a ready market is assured for it. In order to make the best of it we have erected a candle plant in Sumatra, capable of turning out 200 tons of candles per month. We are also erecting in Borneo a factory which will be capable of producing 500 tons of candles per month. Our extensions in Borneo are of an important nature. They comprise the erection of a very large sulphuric acid plant. They include the preparation of a plant for making Borneo oil equal to the very finest American illuminating oil, which the skill of our chemical staff has rendered possible. (Hear, hear.) It is difficult to overrate the importance of this discovery to us. It will enable us to enter markets which have hitherto been closed to us, and where the highest prices are obtainable. We look, therefore, not only to an increased output from this source, but to improved profits. Our lubricating oil plant is now ready, and this important branch will be developed. Every oil field has its own speciality, and crude oil differs immensely. We have crude oil of exceptional value. That from Sumatra contains a large proportion of motor spirit. Those from Borneo are rich in wax; they also yield a spirit which is extremely valuable for many purposes, but which, being trade secrets, I do not propose to disclose. One of the results of last year's competition has been that we have made terms with our erstwhile opponents, the Shanghai-Langkawi Company. We have given to the shareholders in that company much better conditions than they could have obtained elsewhere, and which will probably give them better results than had they remained independent. We are able to link up their fields with our own refineries, situated in deep water, and only seven miles distant. By hauling their production with our own, we anticipate that we shall recoup our expenditure. We shall be called upon in due course to contribute our 40 per cent. of the purchase money, the remaining 60 per cent. being supplied by the Royal Dutch Company. I cannot give what the exact figure will be, as the preparation of the schedule is not yet completed.

**THE QUESTION OF OVER-PRODUCTION.**

There is at the present moment unquestionably a great over-production of kerosene. If every company is determined to make its maximum production we are going to see exceedingly low prices. It will be a case of the survival of the fittest. As we have written off out-of-past profits every extension which we have made, as our wells are large and prolific, and the qualities of the oil such as I have described, the prospect does not appeal us. It might give pause to companies which have hitherto fared well because of understanding with us. It is gratifying to know that in all the great flights accomplished Shell spirit has been chosen by every aviator in the United Kingdom. (Applause.) Our territory at Tarakan, after giving us great trouble, has settled down into a steady product of most excellent liquid fuel, and is yielding at the rate of about 600 tons per day. The offtake of liquid fuel in the East is expanding satisfactorily now that we are able to give assurance of an unfailing supply. There is a development (which is destined, I think, to be immediate) of perhaps greater significance and importance than any of the many astonishing movements in later days. I allude to the coming of the internal combustion engine, on heavy oil, for ships. We are building a vessel of 1,000 tons capacity, to be propelled by a Diesel type of motor of 400 h.p. The engines are being built in Holland. I understand another Dutch company is contemplating building even larger ships than this, and that an internal combustion engine of 10,000 h.p. is under construction in Antwerp. We must take it that the cost of this engine for ships has reached the stage where its universal adoption is a matter of short time. The benefits of it are enormous. There is a saving in fuel of no less than 75 per cent. The reports received from the Anglo-Saxon Petroleum Company, Limited, and the Batavia Petroleum Maatschappij justify the payment on account of this year of an interim dividend of 1s. per share—viz., at the rate of 10 per cent. per annum—and this, with the final dividend for 1909, will be made on July 5. I hope that the explanations which I have given you as to the need of further capital will make it unnecessary for me to do more than propose, after this meeting, the formal resolution sanctioning the increase which the Directors suggest. The constant and growing need for money will be apparent to you, not to mention that at any time properties may be submitted to us, which we think it in the interest of the company to acquire, and to have the means of paying for immediately available. Our relations with our Dutch colleagues and associates remain on the most satisfactory footing. During the year Mr. Loudon has personally visited the concessions and inspected all the properties in the East.

log to move the adoption of the report and accounts as submitted.

Lord Alwynne Compton said that, speaking for the shareholders, he congratulated the board on the very able way in which the affairs of the company had been administered.

Replying to questions, the Chairman said nothing whatever had been paid for the Sarawak concession. The Rajah had thought—and no doubt rightly—that it was better to give the concessions to a company like this, who would develop them satisfactorily, and spend upon them any amount that might be required, rather than give them to the ordinary company promoter. As to the reserve fund, it was the intention of the directors, subject to the consent of the shareholders, and subject to the result of this year's trading, to make that stand up to an amount somewhat larger than it stood at present, and add it to the capital of the company in order that their nominal capital might approximate somewhat closer to the in the business than it did at present. Consideration was being given to certain Egyptian proposals, and if the board were quite satisfied with the matter they might add this to the territories they controlled. He might add that if the various places which were now before the board were matured this company would have control of something like 3,000,000 tons of crude oil a year before it was a year older. (Hear, hear.)

The motion was then unanimously agreed to, and the retiring directors were re-elected. An extraordinary general meeting followed, at which the following resolution was unanimously agreed to—"That the ordinary share capital of the company be increased to £1,500,000 by the issue of 1,000,000 ordinary shares of £1 each, and that the same be issued at such times, upon such terms and conditions, and for such consideration as the board may from time to time determine." A hearty vote of thanks to the chairman and his colleagues concluded the proceedings.—*London & China Express.*

**LAICHIKOK QUARANTINE STATION.****PROVISION CONSIDERED UNNECESSARY.**

At the meeting of the Public Works Committee on 14th inst., the Chairman laid before the committee a plan of a hospital and contingent buildings which it was proposed to erect at the above station. The hospital accommodation consisted of 20 beds for men, and 10 for women, in addition to which there were quarters for the necessary nursing staff, a kitchen, a latrine and a mortuary. The site on which these buildings were to be erected was a flat area of land just inside the entrance to the station.

The estimated cost of the buildings was \$10,000, in addition to which it was proposed to spend a sum of \$1,000 in doing up the paths. The amount which could be expended during the current year would be about \$6,000.

After full discussion, the committee were of opinion that, in view of the exclusive provision of Hospital accommodation at Yaumuti and Kennedy Town and having regard to the rarity of the occasions on which a quarantine station has been required in the past, the provision of a hospital at the station is unnecessary.

They considered that, if the necessity for such provision should arise, some temporary accommodation could at any time be provided. The committee then adjourned.

The grand cordon of three Portuguese Orders have been conferred by King Manuel on King George V. The three Orders are the highest distinctions in Portugal, where the King alone wears them.

Some Chinese sailors on board a British ship at Philadelphia being refused shore leave, on 16th ult., mutinied, but were overpoweringly put down by hand-to-hand fight with the English crew. On 17th, as the ship was sailing, seven of the Chinese jumped overboard and four were drowned.

A MARRIAGE has been arranged, and will take place at Tientsin, North China, in September, between Charles Cobb, 29th Penabab, third son of H. M. Cobb, Esq., Rockbeare, Rochester, and Dorothy Hammond Hillier, younger daughter of H. M. Hillier, Esq., Commissioner of Customs, Tientsin.

This ordinary man in the street, when considering the question of rubber constantly brings up the question that there are large hidden supplies of the commodity. There is a mysterious 2,000,000 lbs. of rubber up somebody's sleeve, but exactly where that sleeve is does not seem to be forthcoming. At any rate, the statistics do not bear out any such suggestion. The figures we give from time to time have no such trace; indeed the statistics are one of the strong spots of the position that become apparent on an investigation. All we would indicate from a study of the figures is that it does not seem safe to assume a bear position. The total available supply would appear to be less than two months' consumption, and we scarcely expect manufacturers to pay up to us, per lb., for 100 delivery, and 9s. and 8s. respectively for the two following years if they thought they could get the raw material at a lower figure.

**Events Coming**

Saturday, 23rd July.  
Aquatic Fete, V. R. C. 4 p.m.  
Kowloon Cricket Club Promenade Concert, 9 p.m.

Friday, 29th July.  
Auction sale, valuable leasehold property, Hughes and Hong, 3 p.m.

Wednesday, 3rd August.  
Meeting, Licensing Board, 2.15 p.m.

Saturday, 5th August.  
Gymkhana, Race Course.

Tuesday, 8th August.  
Hongkong, Canton and Macao Steamship Co. half-yearly meeting, noon.

**THE "TRISTE'S" RESCUE.****PERILOUS PLIGHT OF AUSTRIAN LINER  
BRITISH COLLECTOR'S FEAT.**

Further details of the salvage of the steamer *Triste*, by the collier *Louther Grange*, show that a narrow escape both vessels had from disaster in the heavy gale raging in the Indian Ocean. It seems that the collier was hard at work for six days before she succeeded in getting the tow rope aboard. The log of the chief officer of the *Triste* gives a graphic account of the voyage from Aden to the time the tow rope broke outside Bombay Lightship. It contains many details hitherto unreported.

Under date June 26, it states: At 7.15 p.m., the tall shaft broke. We therefore began to trim the steamer with the sails as best we could, using the canvas awnings, etc., for the purpose. There were 27 saloon passengers and 66 deck passengers and crew of 66 making 63 lives altogether. Seeing that the position was serious and with a view to reach the shore at the earliest possible moment, we took the precaution to limit the supply of water and everybody on board was put on limited rations. Sails were used to prevent the steamer drifting to the Arabian coast by the currents which were very strong, in a north-easterly direction. Distress signals were shown both night and day. Rockets and all other salvage appliances were kept ready as well as signalling guns and a strict look out was continually maintained overhead for a passing steamer. The passengers remained calm and collected.

Then following accounts of the heavy seas, the labouring vessel, of the bags of oil thrown over to smooth the waves and of the progress at three knots an hour.

**PREPARING FOR EVENTUALITIES.**

June 18: The lifeboats got ready. We rolled heavily and the sea washed overboard all the time, washing over the greater part of the deck. It was now decided to shape a course for Karachi in order to save 750 miles and to make a course where the monsoon is less severe, which became necessary on account of our limited sailing power. Every day a fair ration of water was given out for passengers and crew, but for washing purposes distilled sea water is used. The passengers remain cheerful and calm. The crew is busily engaged in preparing towing ropes, and appliances in case of a vessel being met. We kept safely well to our course, East on point South. There was great difficulty in remaining on the Karachi route, and it was decided to bring her again on the Aden-Bombay course, in the hope of meeting some steamer. Up to now there has been no possibility of making the propeller revolve, the break in the shaft having occurred between the stuffing box and the propeller.

June 20: Hopes entertained of sighting the mail steamer from Aden to Bombay not realized. On this day the sea very rough. The deck passengers find that they are most comfortable between decks. Waves have been washing over to owing to the very heavy rolling. The cargo had started shifting and has been perfectly restored by the crew. Stern sails have had to be furled owing to the strong wind having started drifting the steamer out of her course. It is being noted with great satisfaction that there is slow steady progress towards Bombay. The passengers are quite patient and resigned.

June 21: Eighty-eight miles found to be covered in 24 hours. It was noticed that the propeller kept on her erratic movements. The crew has been busy mending the sails which were torn by heavy winds, 8.30 p.m., a light sight astern. At once distress signals were made by the Morse code. The steamer was advised of our position. The reply was: Wait till morning to take to towing.

Then follow accounts of the trials to pass the cable from ship to ship, till on the 25th the log states: The weather continued exceptionally rough and in the afternoon there was a gale blowing with heavy downpour of rain a heavy sea, the bumping of the propeller is distinctly felt, transmitting heavy blows to the steamer. The heavy wind has robbed us of our few sound signals. The signals were to the *Louther Grange* to stand by as before.

LIFE SACRIFICED.

On June 26 the log continues: After three attempts we succeeded in catching the line. The *Louther Grange* crossed our bows and went astern to enable us to make their hawsers fast. The manoeuvre proved to be a very difficult one, owing to the high seas which caused a difference of lever of about fifty feet. All were put on to the operation and at last we were glad to see the steel hawser grip. Great anxiety had been felt in all three-tenths of a mile line has been taken aboard. At 2.15 p.m. a rope was attached to our anchor chain and towing commenced, but tension was great that the steel wire snapped at 4.30 p.m. Work was re-started, the *Louther Grange* manoeuvring as before. A barrel with a line attached was safely picked up. On board the *Louther Grange*, after it had passed over, it was noticed that a man had been washed overboard bleeding profusely. He had clearly been dashed against something and passed close by us. Several lifebuoys were thrown to him, but it was evident that life was extinct. It was a very painful affecting incident, and all present were deeply moved. The *Louther Grange* abandoned the line and immediately went to the place where the body fell, but no trace of it could be found. A few minutes afterwards the *Louther Grange* lowered her flag at half mast as a sign of mourning for the man who sacrificed his life on our behalf. We did exactly the same to show our appreciation of the heroism. £10 was subscribed on board the *Triste* for the relatives of the man. Time after time, on succeeding days, attempts to pass the tow line failed, till on the 20th the wire was got on board. The *Louther Grange* fixed this and after having let off 150 fathoms staved, going ahead causing general satisfaction. The *Louther Grange* continued to tow throughout the day.

June 20: Dry weather on weather continued, but the *Louther Grange* continued to tow all the afternoon, when it was sailing so late of Bombay and had the line broken.

**Today's Advertisement.****NOTICE TO CONSIGNERS.****THE P. & O. S. N. Co.'s Steamer****"ASSAY."****FROM BOMBAY, GOLOMBO AND STRITSITS.**

Consignees of Goods by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Companies' Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on cargo—

From London, &c., ex. M. Marmora.

From Calcutta, ex. Nyassa.

From Persian Gulf, ex. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 27th inst., at 4 p.m., will be subject to duty.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

## Shipping Steamers.

**CANADIAN PACIFIC RAILWAY CO'S Royal Mail Steamship Line.  
EMPEROR'S LINE."**

Between China, Japan and Europe via Canada and the United States, sailing at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER SAVING 5 to 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.

"EMPEROR OF JAPAN" SATURDAY, AUGUST 6TH.

"MONTEAGLE" TUESDAY, AUGUST 16TH.

"EMPEROR OF CHINA" SATURDAY, AUGUST 27TH.

"EMPEROR OF INDIA" SATURDAY, SEPT. 17TH.

"EMPEROR OF JAPAN" SATURDAY, OCT. 8TH.

"MONTEAGLE" TUESDAY, NOV. 8TH.

"Emperor" Steamers will depart from Hongkong at 6 p.m.

"Monteagle" 12 noon.

Each Trans-Pacific "Empress" connects "Vancouver" with a Special Mail Express Train and at St. John, N.B., or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificently vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON 1st Class, via Canadian Atlantic Port or New York (including Meals and Bath in Sleeping Car while crossing the American-Continental by Canadian Pacific direct Line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars on application from agents.

Foreign Passengers are entitled to stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent to every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port .....

Via New York .....

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. GRADDICK, General Traffic Agent,

Opposite Pedder Street and Praya (opposite Blake Pier),

Hongkong, 15th July, 1910.

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For Steamship On

MANILA ..... LOONGSANG\* FRIDAY, 22nd July, 4 P.M.  
SHANGHAI ..... CHOYSANG\* SUNDAY, 24th July, Daylight.  
SHANGHAI, KOBE & MOJI ..... KUTSANG\* TUESDAY, 26th July, Noon.  
TIENTHIN ..... CHEONGSHING\* TUESDAY, 26th July, Noon.  
SINGAPORE, PENANG & CALCUTTA, NANSONG\* THURSDAY, 28th July, Noon.  
MANILA ..... YUENSANG\* FRIDAY, 29th July, 4 P.M.

RETURN TOURS TO JAPAN (OCCUPING 24 DAYS).

The steamers "Kutsang," "Nansong" and "Yuehsang" leave about every 3 weeks for Shanghai and returning via Kobe, (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chaofoo, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.

General Managers.

Hongkong, 21st July, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For STEAMERS TO SAIL

SHANGHAI ..... "LILAH" 24th July, Daylight.  
SAIGON ..... "FAKHRI" 25th, " 3 P.M.  
ILOILO & CEBU ..... "KAIFONG" 25th, " 4 P.M.  
MANILA ..... "TAMING" 26th, " 3 P.M.  
MANILA, ZAMBOANGA & AUSTRALIA. "CHANGSHA" 27th, " 4 P.M.  
SHANGHAI ..... "CHINUA" 28th, " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANJU" AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State rooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through all Australian, New Zealand and Tasmania Ports.

MANILA TWIN-SCREW STEAMERS and EINNTINSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State rooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (And, Cheung Lin, Chihau, with enlarged passenger accommodation, Electric Light throughout and Electric Fans in State rooms, and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to

BUTTERFIELD & SWINE.

Agents.

Hongkong, 21st July, 1910.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

## NUMBER OF SHIPS &amp; RETURNS.

	May	June	Total
Allagar	3,100	3,300	6,400
Aior Pongut	1,870	2,000	3,870
Alma	600	700	1,300
Anglo Malay	47,913	49,782	97,695
Ayer Kuning	—	833	833
Ayer Molok	1,683	—	1,683
Ayer Panas	—	500	500
Balgowala	9,778	9,175	18,953
Banting	1,716	1,948	3,664
Batu Caves	12,256	13,034	25,290
Batu Tiga	6,612	—	6,612
Bertam	9,730	—	9,730
Beverlack	8,943	—	8,943
Bikam	785	1,160	1,945
Bish	—	900	900
Bukit Kajang	3,824	4,493	8,317
Bukit Rajah	10,700	—	10,700
Bukit Lintang	3,320	1,800	5,120
Bukit Timah	213	779	992
Carey United	15,000	11,800	26,800
Castlefield	3,030	—	3,030
Changkat Serdang	3,003	3,329	6,332
Changkat Salak	908	950	1,858
Cicely	12,040	—	12,040
Consolidated Malay	20,943	—	20,943
Caledonia	—	17,687	17,687
Chumor	—	630	630
Damansara	27,863	27,912	55,775
Edinburgh	6,400	—	6,400
Federated (S'gor)	10,627	—	10,627
F.M.S. Rubber	31,870	—	31,870
Gedong	13,500	14,600	28,100
Gleatley	1,621	1,853	3,474
Glossier	3,120	3,817	6,937
Golden Hope	5,877	2,956	8,833
Golconda	12,796	—	12,796
Hapenden	6,800	—	6,800
Hawood	907	912	1,819
High & Lowlands	16,648	37,131	53,779
Ioch Kenneth	—	14,428	13,131
Jugra	9,671	—	9,671
Jebong	15,500	19,300	34,800
Kapar Para	—	36,985	36,985
Kamunting	7,171	7,052	14,223
Kempsey	—	9,195	9,195
Kepong	2,750	—	2,750
Kota Tinggi	—	680	1,840
Kuala Klang	2,013	—	2,013
Kurau	—	2,076	2,076
Krian Rub. Est.	1,870	—	1,870
Kuching, for Canan.	—	1,053	1,053
Kuala Lumpur	38,500	45,200	83,700
Labi	17,185	19,134	36,319
Landover	37,172	37,793	74,965
Ledbury	9,600	9,544	19,144
Lengg	61,500	63,000	124,500
Londos Asiatic	13,500	12,500	26,000
Malacca Plant	21,000	21,500	42,500
Manton	1,762	1,912	3,674
North Hummock	5,189	—	5,189
Nova Scotia	8,480	10,100	18,580
Pajam	2,400	3,000	5,400
Paiting	27,057	27,448	54,505
Pegoh	3,161	3,570	6,731
Perak Plant	10,150	—	10,150
Port Dickson	630	191	821
Radella	—	1,017	1,017
Remba	671	621	1,292
Rib Rubber	5,623	4,904	10,527
Rubana	10,000	12,500	22,500
Rutan	1,490	—	1,490
Ruber Growers Assn.	2,404	3,198	5,502
Sengat	6,005	7,000	13,005
Selabe	5,786	5,866	11,652
Sengel Chob	3,930	4,650	8,580
Sengel Kapar	16,500	—	16,500
Sandycroft	5,395	6,782	12,177
Seaford	14,374	—	14,374
Salangor	32,170	—	32,170
Seremban	31,161	34,081	65,242
Senawang	6,000	5,772	11,772
Shelford	6,700	—	6,700
Spon & Jokore	10,016	11,875	21,891
Singapore Para	4,950	4,000	8,950
Straits Rubber	21,980	24,700	46,680
Sungsai Salak	2,103	2,012	4,115
Telok Anson	630	533	1,163
Tall Ayer	11,100	13,000	24,100
Traligar	260	321	581
Trong	—	2,160	2,160
United Singapore	1,120	1,610	2,730
United Sematra	—	4,510	4,510
Vallambrosa	50,000	33,500	83,500
All totals are calculated for the calendar year instead of the financial year, which differs with many companies. Managers of Estates, returns for which are above list are incomplete, will help to make the list more useful if they will kindly fill in the gaps.— <i>Singapore Free Press</i> .			

## SHIPPING AND MAILS

MAILS DUE.  
 Indian (*Lighthill*) 2nd inst.  
 Canadian (*Montague*) 2th inst.  
 German (*Prinz Ludwig*) 27th inst.  
 Canadian (*Empress of Japan*) 31st inst.  
 Indian (*Lataung*) 29th inst.  
 American (*Siberia*) 29th inst.  
 American (*Siberia*) 29th inst.  
 American (*China*) 3rd prox.  
 American (*Menorca*) 8th prox.

The G. P. R. Co's 22s. *Emigrant of India* arrived at Nagasaki at 7.30 a.m. on 21st inst., and leaves again at 3 p.m. same day, for Kobe, where she is due to arrive at 7 p.m. on 22nd inst.

## THE WEATHER.

On the 21st at 12 o'clock—the barometer has fallen considerably in E. Japan, and risen elsewhere, particularly over the China coast.

The depression, which passed near Wladivostok last evening, is now over the N.E. part of the Bay of Japan.

A high pressure area lies over the Pacific between the Looches and the Bonins, and pressure is in considerable excess of the normal over S. China and Luzon.

The returns from Indo-China are lacking.

Light or moderate S.E. and E. winds may be expected in the Formosa Channel and along the S. coast of China.

Hongkong rainfall for the 24 hours ending at 8 a.m. to-day, 40.2 inches.

FORECAST.

—Humboldt and Neighbourhood, S.E. and E. winds, light, or moderate; fair.

—Formosa Channel, same as No. 1.

—South of China between Hongkong and Looches, same as No. 1.

—South of China between Hongkong and Macao, same as No. 1.

## COMMERCIAL.

TO-DAY'S EXCHANGE.  
SELLING.

London—Bank T.T. ..... 1/0 5/10  
 Do demand ..... 1/0 5/8  
 France—Bank T.T. ..... 1/0 2/51

America—Bank T.T. ..... 1/0 1/84

Germany—Bank T.T. ..... 1/0 1/84

India T.T. ..... 1/0 1/84

Do demand ..... 1/0 1/84

Thailand—Bank T.T. ..... 1/0 1/84

Singapore—Bank T.T. per H.K. 1/0 1/84

Japan—Bank T.T. ..... 1/0 1/84

Iava—Bank T.T. ..... 1/0 1/84

Brunei—Bank T.T. ..... 1/0 1/84

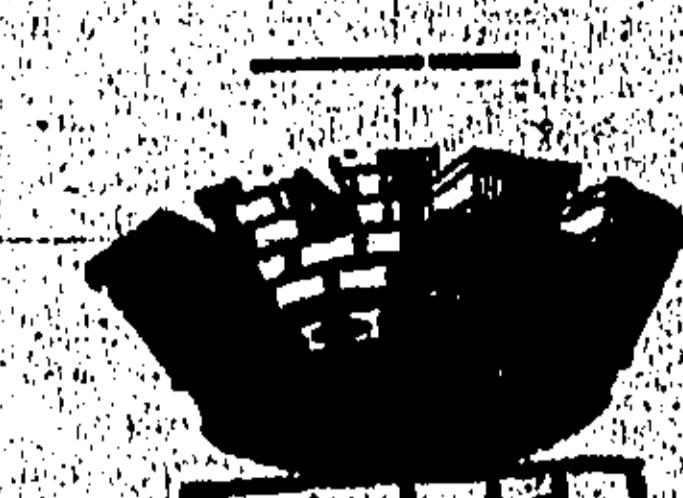
## SHARE QUOTATIONS

Supplied by Messrs. E. S. Kadoorie &amp; Co. Corrected to noon ; later information given under "Commercial Intelligence" page 5.

STOCKS	NO. OF SHARES	VALUE	Paid Up	OUTSTANDING AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND	AFTER DAY RETURN AT PRESENT MARKET VALUE BASED ON LAST QUOTATION	CLOSING QUOTATIONS
				RESERVE				
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	180,000	\$125	\$125	{ \$1,000,000 \$1,000,000 \$200,000 }	\$2,025,000	1/- for half year ending 31.12.09 (Q 20)	5 %	300 buyers 125 sellers
National Bank of China, Limited	99,935	17	16	{ \$4,000 \$500,000 }	\$30,550	1/- (London 3/6) for 1909	...	500 buyers
<b>MARINE INSURANCES.</b>								
Ganton Insurance Office, Limited	10,000	\$350	\$50	{ \$1,500,000 \$1,500,000 \$200,000 }	none	5/- for 1908	6 %	175 sellers
North China Insurance Company, Limited	10,000	415	45	{ Tls. 250,000 Tls. 250,000 Tls. 140,000 }	Tls. 207,573	Final of 7/6 making 1/- for 1908	5 %	Tls. 215
Union Insurance Society of Canton	13,400	\$250	\$100	{ \$1,000,000 \$1,000,000 \$100,000 }	\$187,084	Final of \$10 per share, making 1/- all \$10 per share for 1908 and an interim dividend of \$10 per share for 1909	6 %	580
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$1,000,000 \$100,000 }	\$107,697	1/- for year ending 31.12.08 and interim of \$3 on account of 1909	17 %	600 buyers
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company	20,000	\$100	\$20	{ \$1,000,000 \$100,000 \$10,000 }	\$418,406	\$6 and bonus \$2 for 1908	7 %	350 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$350	\$50	{ \$1,000,000 }	\$426,218	5/- for 1908	8 %	550 buyers
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited	30,000	\$35	\$15	{ \$177,48 \$300,000 \$100,000 }	Dr. 53,777	3/- for 1908	...	67 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$100,000 }	nil	2/- for year ending 30.6.1908	...	528 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd	80,000	\$35	\$15	{ \$100,000 \$100,000 \$10,000 }	\$24,766	Final of \$1/- for account 1910	8 %	324
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. (Deferred)	60,000 60,000	45	45	{ \$100,000 \$100,000 }	413,735	6/- for 1907 on Preference shares only (Q 1 ex 19/11/08—\$1.154.....) 3/- in 1/- per share (coop. No. 12) making 1/- in all 1/- in 1908 and interim of 1/- for ac. '09	5 %	505
"Shell" Transport and Trading Company, Limited	100,000	42	42	{ \$100,000 }	219,294	A dividend of 7 1/2 % for r. ending 30.4.1910	5 %	102 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$10,000 }	21,159	A bonus of 5 1/2 % for r. ending 30.4.1910	41 %	244 sellers 313 sellers
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$100,000 }	Dr. 58,000	\$10 per share for 1909	6 %	3168
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$100,000 }	Dr. 513,801	5/- for 1907	...	56 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 }	Tls. 6,102	Tls. 10 for year ending 31.12.09	...	Tls. 825 sales
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd. Headwaters Mining Company	100,000 60,000	41	41	{ \$125,000 \$64,500 }	Dr. 143,435	Final of 1/6 making 3/- for 1909 First year	9 %	Tls. 16 buyers P. 10
Rand Australian Gold Mining Company, Limited	150,000	41	18/10	{ \$4,673 none }	none	Shipper share 15th dividend	5 %	57 buyers
Oriental Consolidated Mining Co., Ltd DOCKS, WHARVES & GODOWNS.	50,000 500,000	G Sto	G Sto	{ \$100,000 }	Dr. 513,765	Final of Gold \$0.65 for 1909 in all G \$1.15	41/	50
Fenwick (Geo.) & Co., Limited	18,000	\$35	\$25	{ \$100,000 }	Dr. 53,460	\$1.75 for year ending 31.12.09	...	...
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$350	\$50	{ \$100,000 }	524,847	5/- for 1909	41 %	555 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$100,000 }	5128,755	Interim of \$1/- for account 1909	...	550
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 }	Tls. 6,051	Final of Tls. 5/- making Tls. 6 in all for 1910	61 %	Tls. 77
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 50,000 Tls. 125,000 }	Tls. 9,222	Final of Tls. 4 making Tls. 7 for 1909	7 %	Tls. 120
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd.	15,000	Tls. 100	Tls. 100	{ Tls. 25,000 \$100,000 }	Tls. 4,814	Tls. 6 for year ending 29.2.09 \$1.20 on old and 60 cents on first new issues	58 %	Tls. 101 sellers \$16 buyers
Central Stores, Limited	50,725	\$15	\$15	{ \$15,000 \$100,000 }	\$24,041	\$2.60 on old shares and 1.30 on new shares for half year ending 31.12.09	6 %	514 1/2 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$10,000 }	\$2,277	Final of \$1/- making \$7 for year end. 31.1.09	7 %	50x buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$100,000 }	\$2,471	45 cents for 1909	6 %	581 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$10,000 }	\$2,479	5/- for 1909	84 %	\$33 1/2 and 32 b.
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none }	...	...	...	...
Shanghai Land Investment Company, Limited	75,000	Tls. 50	Tls. 50	{ Tls. 1,525,045 Tls. 30,000 }	Tls. 6,969	Final of 6 % bonus Tls. 8 for 1909 Final of 5 1/2 % making in all 3.30 per share for 1909	61 %	Tls. 709
West Point Building Company, Limited	12,500	\$50	\$50	{ none }	\$1,918	Final of 5 1/2 % making in all 3.30 per share for 1909	81 %	539 buyers
<b>COTTON MILLS.</b>								
Kwo Cotton Spinning and Weaving Company, Ltd. Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	20,000	Tls. 50	Tls. 5	{ Tls. 20,000 Tls. 40,000 }	Tls. 10,991	Tls. 11 for year ending 31.10.09 50 cents for year ending 31.7.08	81 %	Tls. 122 sellers 55 buyers
International Cotton Manufacturing Company, Ltd. Lau-kang-mow Cotton Spinning & Weaving Co., Ltd. Sey Ochee Cotton Spinning Company, Limited	10,000	Tls. 75	Tls. 75	{ Tls. 15,000 Tls. 100,000 }	Tls. 4,874	Tls. 7 1/2 for year ending 30.9.09	12 %	Tls. 57
SOCIALS								
Ball's Asbestos Eastern Agency, Limited	8,664	12/8	12/6	{ \$1,500 }	\$648	15 % per share for 1908 60 cents for 1909	66 %	50 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$40,000 }	Nil	10 cents for year ended 28.2.06	...	51.4 sellers
China Light and Power Company, Limited	50,000	\$5	\$5	{ none }	\$61,128	80 cents for 1909	9 %	524 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$100,000 }	\$1,602	5/- for year ending 31.7.09	61 %	519 buyers
Dairy Farm Company, Limited	40,000	\$7	\$6	{ \$1,000 }	\$1,891	Final of 40 cents making in all 75 cents per share for 1909	10 %	508 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$10,000 }	\$670	14 per cent vis. \$1.4 for 1909	12 %	514 buyers
H. Price & Company, Limited	12,000	\$10	\$10	{ none }	\$11,798	A dividend of \$1.20 per share and a bonus of 10 cents	9 %	Tls. 70
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none }	\$7,616	Final of \$8 for 1910	6 %	519 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$10,000 }	\$6,176	Final of \$1 making in all \$2 for 1910	9 %	515 sales
Hongkong Rose Manufacturing Company, Ltd. Matchissippi's of M'N. Bosch en Landbouwzaak	60,000	\$10	\$10	{ Tls. 34,750 Tls. 100,000 }	Tls. 316,683	and interim dividend of Tls. 22/- for 1910	9 %	Tls. 240
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$10,000 }	\$3,014	80 cents on fully paid shares and 8 cents on 1/- paid shares for year ending 30.4.10	57 %	\$14 sellers
Peak Tramway Company (new)	50,000	\$10	\$10	{ none }	\$8,640	None	57 %	\$160 sellers 510 buyers
Philippine Company, Limited	75,000	\$10	\$10	{ Tls. 10,000 }	...	...	...	521 sellers
Shanghai Sunbeam Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 75,000 }	Tls. 5,320	Final Tls. 5 making Tls. 8 for 1908	2 %	Tls. 240 sellers
Societe des Pulperies et Papeteries du Tonkin	13,300	Benefit shares	25	{ none }	...	First year	535 sellers	500 buyers
South China Morning Post, Limited	6,000	\$25	\$25	{ none }	...	Note	535 sellers	Hongkong currency
Steam Laundry Company, Limited	30,000	\$25	\$25	{ none }	...	...	536 buyers	535 buyers
Union Waterboat Company, Limited	30,000	\$10	\$10	{ \$10,000 }	\$343	60 cents per ord. share for year ending 31.3.09	5 %	512 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	{ none }	\$1,041	15 cents for 1909	11 %	511 sellers and 512 buyers
Watkins Limited	10,000	\$10	\$10	{ \$100,000 }	\$2,013	Note	512 %	512 buyers
Watson (A.B.) & Co., Limited	90,000	\$10	\$11	{ \$100,000 }	573	Note	532 sellers	532 sellers
William Powell, Limited	25,000	\$7		{ none }	...	...	...	...

ANNOUNCEMENTS  
COMPANIA GENERAL DE TABACOS  
DE FILIPINAS

ESTABLISHED IN 1881. CAPITAL \$3,000,000



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